

1-11. (CANCELED)

12. (NEW) A gantry axle comprising a driven differential gear unit which is connected, via an axle shaft (1) and via a respective gantry transmission, with each vehicle wheel, and each vehicle wheel being rotatable around an axis of rotation (12) of the vehicle wheel and resting up on ground (11), each gantry transmission having an input spur gear (2) driven by the axle shaft (1), the output spur gear (2) being operatively connected with a first intermediate spur gear (3) and the first intermediate spur gear (3) being non-rotatably connected with a second intermediate spur gear (4), both intermediate spur gears (3, 4) rotating around an axis of rotation (9) of the intermediate spur gears (3, 4), and the second intermediate spur gear (4) being operatively connected with an output spur gear (5) which is connected with the vehicle wheel and rotates around the axis of rotation (12) of the vehicle wheel;

wherein a vertical spacing (15) of the axis of rotation (10) of the input spur gear (2) to the ground (11) is smaller than a vertical spacing (17) of the axis of rotation (9) of the intermediate spur gears (3, 4) to the ground (11) and is smaller than a vertical spacing (18) of the axis of rotation (12) of the output gear (5) to the ground (11).

13. (NEW) The gantry axle according to claim 12, wherein the axis of rotation (10) of the input spur gear (2) is spaced from the axis of rotation (9) of the intermediate spur gears (3, 4) and the axis of rotation (9) of the intermediate spur gears (3, 4) is spaced from the axis of rotation (12) of the output spur gear (5).

14. (NEW) The gantry axle according to claim 12, wherein the input, intermediate and output spur gears (2, 3, 4, 5) of the gantry transmission have helical cut teeth.

15. (NEW) The gantry axle according to claim 14, wherein a sloping angle of the helical cut teeth of the first and of the second intermediate spur gears (3, 4) are designed so that the axial forces of the first and of the second intermediate spur gears (3, 4) are substantially neutralized.

16. (NEW) The gantry axle according to claim 12, wherein spring carriers, which connect the gantry axle with a vehicle chassis, are connected with the gantry transmission.

17. (NEW) The gantry axle according to claim 12, wherein the axle shaft (1) is situated on an upper inner limit of an axle bridge.

18. (NEW) The gantry axle according to claim 12, wherein the input spur gear (2) is mounted in a housing of the gantry transmission.

19. (NEW) The gantry axle according to claim 12, wherein a ratio between the input spur gear (2) and the first intermediate spur gear is in a range of about 2.2.

20. (NEW) The gantry axle according to claim 12, wherein a ratio between the second intermediate spur gear (4) and the output spur gear (5) is in a range of about 1.8.

21. (NEW) The gantry axle according to claim 12, wherein a horizontal spacing between the axis of rotation (12) of the output spur gear (5) and the axis of rotation (10) of the input spur gear (2) is in a range of about 189 mm and a vertical spacing between the axis of rotation (12) of the output spur gear (5) and the axis of rotation (10) of the input spur gear (2) is in a range of about 30 mm.

22. (NEW) The gantry axle according to claim 12, wherein an axle bridge is situated offset, in a travel direction of a vehicle equipped with the gantry axle, relative to the axis of rotation (12) of the vehicle wheel.